



SOUTH AUSTRALIAN SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS INC

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ABN 39448576634

The Official Journal of The South Australia Society of Model & Experimental Engineers Inc.

(Established 1927)



FEBRUARY 2022

ISSN / 0155 / 3700

(This bulletin is issued for information only)

EDITORIAL.

The cover of this Bulletin's shows John Lyas and Trevor Milde having fun at the Christmas Members' Day.

Communication

There are many benefits brought to the community by SASMEE Park. A very economic day out for families to relax and have fun, lovely park areas and a venue for members to gather, swap ideas and generally socialise. All run on a voluntary basis. But there are three things we don't do so well.

Grants. SASMEE is a community based, not for profit, volunteer organisation. With credentials like that, you would think getting grants to improve the facilities would be a shoo in. You would think! But we always seem to fall through the cracks. Part of the reason may well be is that we are not skilled in tailoring the submissions to the requirements of the organisations issuing the grants. So, a call to arms. If anyone has experience in this field, please come forward. There are many worthy projects that benefit not only the club, but the community at large, that the club simply cannot afford from its own resources.

Sponsors. One of the take home messages from the Covid pandemic is that the club relies very heavily on gate takings for its revenue. Too heavily? A broader revenue base would help. Sponsorship is an area which has not been successfully tapped. Perhaps the club has not pursued it as hard as it could have in the past. If there are any members with contacts and an entrepreneurial bent, please come forward. We are not talking about a lot of money from each sponsor. If, say, we had ten sponsors at \$500 each - a nice addition to the bank balance.

Ethnic Mix. The ethnic mix of the club could be described as homogeneous. On public run days, many visitors of non-European background visit the park. They bring their families, enjoy the park, ask intelligent questions about the trains and equipment, but do not join the club. Is there something we members can do to encourage a more diverse mix? Anyone who has experience in this area, please put forward some suggestions.

PRESIDENT'S REPORT.

Bryan Homann

President's report Feb 2022

In the last edition, I hoped for a Covid free Christmas. That worked, but as for a Covid free 2022, clearly that hasn't happened. However, we did manage to get the annual Christmas get together happening. Thanks to the generosity of the Carey Gully CFS brigade we were able to borrow their gas fired roaster. This enabled a change from the sausage sizzles, and the two Thomas's (Ian and Alan) did a great job of cooking all the meat and veg for a Christmas type meal, while the usual stalwarts dealt with all the other Canteen necessities. It was great to see a couple of our older retired members, John Lewis and Graeme Driscoll picked up and brought along after we issued invitations. Thanks to the members who acted as taxi drivers. I hope that we can continue this invite for future Christmas (and perhaps Shows of Work). It was a bit sad though to see these once very active stalwarts so reduced in physical capacity – a sign of the future for many of the rest of us.

John was very active in the process of converting the 5" raised track to ground level – three weeks between field days I have been told. He and his wife also managed the Canteen at one stage. Graeme of course was greatly feared by all the weeds, as he weekly roamed the Park with his Roundup wand. However, he might be remembered more for his taste in loco building – not your average twin cylindered Pacific of similar, but locos less common such as the Heisler now happily back in steam under the care of Alan Thomas (who is also learning a thing or two!).

Because the (up to the end of January) Covid cases kept growing, we found that several members needed to stay away from the public for either their own health concerns, or that of near family. Given that we have many regular members in the over 70's, and at least three or more who have concerns for family, the numbers available to assist on field days has been reducing to a level where we decided that it was necessary to only operate one station, and to limit bookings to 150. This latter decision came right on the heels of an intent to go up to 250 bookings in January.

The first February field day seems to have turned a corner in respect to member numbers. If this continues, then we can reasonably look to

bringing the booking numbers steadily up again. However, it might be a movable feast!

To assist us managing events such as field days, please consider letting the Secretary at SASMEE.Librarian@outlook.com know if you are coming along.

On other matters, the recently agreed rejuvenation of the signalling system has started with trench warfare in full swing. A big thank you to all the members who have repeated the 5" track project, and become involved in the trenches. While we have been blessed with Peter Cockburn's excavator, there was still plenty of work for shovel and wheel barrow, axe, and the measuring tape. At least one member has learned something new about plastic piping after one of the hidden pipes was uncovered and broken during the trenching!

While it seems only last week that we finished the 2020/2021 insurance war, it is once again upon us. The necessary paperwork has been submitted, and we wait now for the cost!

As a result of work by several members, we have established a large list of maintenance jobs that need to be carried out to keep the Park in good order. This will be on view on the club room notice board for all to see. Some of the jobs can be carried out by the willing hands of the Wednesday group, but there are some jobs needing a greater level of attention. I therefore encourage members who can spend a bit of their weekend time to talk to Alan Thomas, who has been instrumental in compiling the job list.

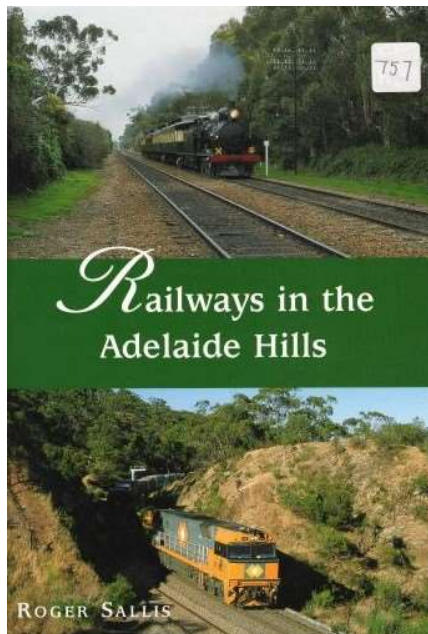
The Committee is currently in the process of setting up a secure electronic banking system with Combiz, a portion of the Commonwealth bank. Initially, we will be practising by moving money around internally between our existing accounts. Once we are confident it is working, it will be used to deal with the growing number of organisations that rely only on electronic money transfers. Cheques have become an increasing burden on the Treasurer. However, the Combiz system still enables us to require the usual two "signatories" to approve a payment. *There is a detailed explanation on page 19. Ed.*

In the biennial cycle of riding car inspection, the time has come. Please bring your riding cars along to the club for inspection if they don't reside at SASMEE. This is all due in the current month of February. Ian Thomas is the person to speak to.

IN THE LIBRARY

Max Shuard

Book of the Month



Railways in the Adelaide Hills. — Roger Sallis. This book follows the history of the lines, right from the first proposals through to the design, construction, operation and to the ultimate fates of the four Adelaide Hills railways.

Included are:

- Adelaide to Tailem Bend,
- Mount Barker Junction to Victor Harbor, including the spur from Sandergrove to Milang,
- Balhannah to Mount Pleasant, and
- Monarto South to Sedan.

Some of the political manoeuvrings make for very interesting reading, particularly the tension between

adopting British or American philosophies for colonial railways. While the last two lines listed have been closed, and the first one is still in commercial operation, the author gives a good insight into the efforts to preserve the Victor Harbor line.

The library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.

TECHNICAL MATTERS

Tool Feature

Over the last couple of years, a number of interesting tools have been featured. Tools, sometimes for a single job, or sometimes for a particular function. Most, but not all, are home made. So, if you have anything you have made or acquired to solve a particular problem, could you let me know and it will be featured for all members to see? Ed.

Rivet Cutter

Bryan Homann

This “tool” is a homemade rivet cutter.

Having got totally sick of trying to get stock rivets to the required length some years ago, I made this device. I don't think it is a totally unique tool, as I seem to recall seeing something similar using the stack of adjustable shims to control length.

Basically, it is two pieces of gauge plate, drilled to fit 4 sizes of modelling size rivets. The gauge plate was hardened and tempered by eye as per the way silver steel is done, after all holes were done. The entry hole is marginally bigger than the back hole which is size for size with the rivets., just to make it easier to insert the rivet.

It easily shears of copper, brass and steel rivets. Being a bit lazy, I



have also used it to trim small screws (including stainless steel). Because the holes are not strictly the correct size for

BA or metric screws, the ends are usually a bit diagonal. The thread after cutting is Ok, and just needs a touch up on the grinder or finisher to put a chamfer on.

For “production runs”, e.g. for tender work, I have clamped one handle in the vice. Makes it a lot easier on the wrist and hand.



Putt-Putt Challenge John Foster

The Putt-Putt challenge had to be postponed due to the cancellation of the Interclub Invitation Run. A new day for this all-important event will be advised.

IN THE WORKSHOP Alan Thomas

D&RGW 6500 flat car in 1:20.3 scale



I've always enjoyed a long-term train project, and since I started making models of the D&RGW in 1:20.3 scale on gauge 1 track, I've had a wish list of freight cars I'd like to model. One of those on the list was a D&RGW 40-foot 6500 narrow gauge flat car.

It wasn't just their length that caught my interest, but the story of how they came about on the narrow gauge. The D&RGW engineering department in the late 1930s came up with the idea to cut up standard

gauge gondolas and convert them into big flat cars suitable to move large machinery over the narrow-gauge system. See, even kit bashing does have a prototype.

Living in Australia, I didn't have the luxury of measuring up the prototype and instead relied upon photos and drawings from publications. I was lucky Wayne Hoskin (Penfield Model Engineers) visited the USA and took some great underbody pictures of a surviving prototype which helped me interpret prototype drawings.

Before leaving Darwin in late 2016 to move to Alice Springs, I had collected much prototype information. Due to my Alice and Tennant Creek work commitments, I was on the road a fair bit and didn't get much time at my home modelling desk. Having spare time in the evenings in motel rooms, an interest in learning 2D and 3D drafting, I thought I'd give it a go and produce a flat car the digital way. My modelling building has always been traditional, but I could see no harm in giving it a try.

I thought if I can draw up the bogies and their associated components, I can make it work—nothing like jumping into the deep end. After many iterations and learnings, I managed to get it done and have them commercially 3D printed successfully.

With the significant milestone of the bogie design completed, I was confident the flat car could be done. Before getting too carried away, I set two principles:

- They will be used outdoors and need to be rugged.
- Use commercial parts where available because if you don't support cottage industries, they will go.

Before leaving Alice Springs in early 2018, I had the major components drawn and had 3D prints of the detail parts, and laser cut pieces to make the body include hundreds of holes for individual rivets.

When I had my 3D files printed, it was eyewatering expensive. Multiple prints to make multiple flat cars made no sense and I started to investigate having castings made. Using the contacts from projects I had been involved in HO trains, I had white metal and the more delicate components cast in brass for strength. I had white metal and the more delicate components cast in brass for strength. After completing the first prototype, I made several improvements and a final set of 2D drawings for the laser cutter and 3D files for printing were complete.



The flat car went on hold for a while during our move to Adelaide for a new work project. Once the dust settled, I had the final components laser cut and

3D printed and then the 3D prints cast in metal.

The below picture shows the metal casting from my drawings and associated 3D prints. I have photos of the laser cuts components, but they are just sheets of black styrene, not very exciting until they are assembled to make the body of the flat car.



The paint had barely dried in the below photo of it running on the SASMEE garden railway in 2019.



Aidan's Locomotive

Louise Monsma

Terry, Aidan's grandfather, is building him a locomotive. Aidan was inspired to build a T class when he saw one being sent over to SA by SCT. The model is battery powered 71/4" SCT T Class. Aidan has had a big input in the visual appearance of the loco as he has huge library of train movies and pictures with which to compare and a keen eye.

To date he has made a wooden mock-up of the car body. The bogies and power train have already been bought. The underframe is all but complete. Unfortunately, Terry broke his arm on Christmas day and the guy making the bogies got Covid so that has held things up a bit. Ian Ramsay from DNC System technologies has supplied most of the parts and has been very helpful. Ian Thomas from Dinki Di Engineering has been a huge help with information and has kindly offered to help us going forward.

There has been a lot of helpful ideas and information from SASMEE members who have also been kind and encouraging.





Christmas Members' Day

The Boat Pond was alive with a number of eras represented.



Bob Smith





Rohan
and
Cameron.



Chatting!



Shaun and
Austin



Barbara, John Beale and John Lewis



The Thomas
Twins - cooking



More Chatting!



Sous Chef Mere
avec son Gravy
delicieux!
Supervised by Chef
Lyas.



Mary and Toni

SASMEE Projects

3 ½ - 5" Track. The major works on this project are now complete. There is still some work extending the 3 ½" track around from the north side of the station to the mainline.



5 – 7 ¼" Track. The mainline turnouts with moveable frogs have all been refurbished. Work is progressing on replacing rusted sleepers adjacent to the Roundhouse. There has been \$6,000 approved as a budget to purchase materials etc. Work will be undertaken as resources become available.

Signalling Works.

Advantage was taken of the three week break between public run days to trench across the park grounds. The trenching, pit and conduit laying through this area is nearly complete. Still to go is across the 5" tracks to the 7 ¼ "station. Also, restoration of the park area.

Once the conduits and pits are all completed, the cables and relays can be installed. This is quite a big project and has involved a huge amount



of work. An enormous thanks to all those members who have put in countless hours to get the work done in three weeks.

Ainsley, Peter and Michael preparing a pit for installation.

Mount SASMEE. From the projects, there is quite a bit of dirt surplus. This is good fill, but it will cost to have it removed and dumped. If anyone has need or knows of someone who does, please let the club know.

SASMEE BUSINESS



Boiler House Attendants. Bernie is looking for some help in the Boiler House. The Boiler House and its vintage and model machinery are one of the unique features of SASMEE Park. It is powered by a Maxitherm gas powered automatic boiler and is run each public field day.

If you are interested in learning about the boiler and the features of the Boiler house, drop into see Bernie for a chat or contact the Secretary on SASMEE.Librarian@outlook.com

Frank Earle.

We have had a request from an elderly lady in Brisbane asking if we could source a photo of a particular model steam loco believed to have been built and owned by Frank Earle. This is for her friend, Frank's niece. Both she and her friend are now in their eighties, so Frank is probably long departed this earth. As a friend of Frank's niece, she had rides behind the loco at SASMEE back in the 1950's. She even referred to the "Goodie Bumps", so we know it was definitely SASMEE. If anyone can assist, can you please contact Bryan Homann, and he can pass on anything useful.

Invitation Run Day

Due to a predicted very hot day, the annual January Invitation Run had to be cancelled. However, it is being revived for Saturday March 12

2022 starting c1500hours. If you want to partake of the evening meal, please let the Secretary on SASMEE.Librarian@outlook.com know by March 6th so that catering can be arranged.

Food Safety Course

There is a very good food safety training course online at

<https://dofoodsafely.health.vic.gov.au/index.php/en/>

Anyone involved with the Canteen is encouraged to undertake this course. It covers the basics and gives good advice on food handling for public areas.

Electronic Banking

To date, the financial transactions for SASMEE have been undertaken by cheque. This is becoming more and more unfit for purpose. The Constitution and Regulations are silent on the issue of electronic banking. At the December General meeting, it was discussed and resolved to investigate and implement a system of electronic banking. The concern is to get the right number of checks and balances.

It is proposed to trial the Commbiz application – we are currently CBA customers.

In a nutshell

An “Administrator” sets up accounts and users. The Administrator is not involved in initiating or authorising payment.

A “user” initiates a payment to be made but cannot “authorise” any payment. All payments initiated by the “user: sends an email or SMS to the “authoriser”.

An “authoriser” can allow a payment to be made but cannot initiate a payment.

There may be two (or perhaps more) authorisers. These members would authorise payment, similar to the double signature system we have now with the cheque book system. The necessary authorisation can be done remotely via mobile or PC login.

Payment would then be made by electronic transfer.

The app allows viewing our accounts and almost real time tracking of payees, payers and balances and should save considerable time for the Treasurer.

Cheques will still be used for minor purchases and reimbursements but are expected to be used infrequently.

To begin with we plan to “practice” by transferring amounts between our SASMEE accounts. Several members already use this system at their work and report good results.

Club Rollingstock

SASMEE is essentially a model engineering club wherein like-minded people can come together to swap ideas, share interests and generally socialise. Levees on members are kept to a minimum by opening the park to the public and charging admission. Train rides form a big part of the entertainment provided for the entrance fee. The club has a number of locomotives and riding cars. These are assets the club has purchased, built or had donated and are an important part of the service provided to the paying public. While it is possible for members to use these assets for private running, you are asked to bear in mind their primary purpose. SASMEE’s locomotives and riding cars are revenue earning assets and really need to be treated as such. Minimising private use and confining the use to public run days minimises wear, tear and damage and preserves the rollingstock for its essential purpose.

Autism

As many members will be aware, we have amongst us members who have been diagnosed as being Autistic, or as some call it being “on the spectrum”. This has caused some issues as many of us have not been brought up in a world where autism was even recognised as existing. This has resulted in instances of denigration (bordering on bullying) resulting from apparent behaviour differences. Being a spectrum means of course that there is a wide field of difference just as there is in the electromagnetic spectrum, where light visible to our eyes is only a very small part.

In order to begin to try and address issues of communication and understanding, at the last Committee meeting the Committee was provided with a short summary of some of the reasons why we sometimes find it difficult to work with autistic people, and how, in general their view of the world is different to others. We also had the opportunity to talk with the carers of an autistic person, this proving very valuable in providing actual examples of how well-meaning comments or instructions can be totally reinterpreted. A significant “difference” is where autism presents a very black and white world (read strict interpretation – not colour blindness!), where there is nothing grey in between.

All this said, autistic people can still have their own areas where they may well surpass the “normal” person in ability.

For reasons that I do not understand, many on the spectrum are very attracted to trains, and so, in a club such as ours, you may find a higher percentage of the population on the Spectrum, than in some other places. Maybe we all have a little bit in our heads too!

Below are some very simple suggestions that need to be considered when working with autism. These come from the link below, but there is much more available on-line

<https://www.appliedbehavioranalysisprograms.com/lists/5-tips-working-adults-autism-spectrum/>

Autism is not a fault, but rather a brain wired a bit differently to others.

So, please consider these suggestions as they may well assist in enhancing the lives of both autistic and non-autistic at SASMEE. If you want more information, Mr Google provides plenty of options.

1. Autism helps protect us from seeing and hearing too much. Please don't hate our shield.

The word “autism” comes from the Greek *autos*, meaning “self.” While the long-held, incorrect assumption was that people with autism were unaware of the world around them, we now know that they are capable of withdrawing to a certain degree. The autism shield protects an inner

thought life as a safe place for retreat when the world's bombardment becomes too much to bear.

2. Try not to stare. Sometimes we need to do unusual things.

Many people with autism are very aware of their self-regulating behaviours. They know that their hand-flapping, rocking, or verbal “stims,” as they're sometimes called, are atypical mannerisms. Some people with autism are very self-conscious about the appearance of these “stereotypies” and prefer that you ignore them as you would if your neurotypical friend were twirling her hair (a socially acceptable self-regulating behaviour).

3. We hear you when you complain about us. Find other times to talk mean.

Neurotypical people have made the terrible mistake of believing that people with autism who don't have reliable speech are incapable of understanding others' spoken words. Rule of thumb: Presume competence. Never talk *about* a person; talk *to* her, or if you must, talk about the individual in a respectful way in her absence.

4. Rudeness is not our intent. No sad faces, please.

People with autism often have a frankness that can be both disarming and alarming. Instead of making a facial expression you expect the person with autism to read and respond to, tell the individual, in a matter-of-fact but helpful way, that his choice of words or actions was not appropriate, and guide him to a better expression.

5. Real friends don't judge our actions. Please find us inside bodies that work differently.

Many individuals with autism feel powerless to control their bodies skilfully. Whether they're acting on feelings of sensory dysregulation or compulsions, they want you as friends to look past the physical symptoms of their disorder and see the inner person, who wants very much to connect socially.

6. See us as real. We are not shells with no inhabitants.

One of the most hurtful, untrue comments I've heard about individuals with autism is "The lights are on, but no one's home." The person with autism in your life is as real and whole as you and me. Treat people with autism as the whole beings with hopes, needs, feelings, and desires that they are.

7. With too much asking us to be normal, we feel like impostors.

Social skills are lovely to teach, but expecting people with autism to "act" more like neurotypical people will just be that—acting. Part of accepting people with autism is understanding that their different brain wiring affects all of who they are and what they do. Instead of trying to make individuals with autism be people they're not, help them be the best *them* they can be.

8. Try to help us, not control us.

There is no amount of applying consequences to an autism-driven behaviour that will extinguish it—no punishment, no discipline, no reward. Understanding what is driving the behaviour will help you and the person with autism cope or come up with adaptations.

9. Raise hope to give us better futures. We need to aim high.

We need not look at autism as a terrible disorder with a low ceiling of promise, but as a marvellous opportunity to look at the world through a different lens and walk in different shoes. Be ambitious in your planning with your person with autism and thoughtful about the course you chart together to get there.

Special General Meeting.

On Tuesday 8th February a Special General Meeting was called to remove the restriction of non-electronic communication for Committee meetings. The motion was carried with the amendment that the removal expires prior to the next Annual General Meeting.

Up and Running

Since the last Bulletin, Public Run Days were held on the 20th November and 1st December. The Members' Christmas Run was held on Saturday, 18th December. The first Public Run Day for 2022 was held on Sunday 2nd January. Unfortunately, the Interclub Invitation Run which was scheduled for 11th January had to be cancelled due to high temperature. Further Public Run days were held on Saturday 15th January and Sunday 6th February. All run days were for 2022 were limited to 150 members of the public and were booked out. Here are some selected details.

The Run Day on 2nd January had the following contributions:
5" 7 1/4"

- Sooty Rohan Garrard
- 351 John Mere
- U33 Ian Thomas
- Pennsylvania Philip Mere

No operations were run on the 3 ½ - 5" track. The public numbers were limited to 150.

The pond was alive with:

- Skylight Michael Offler
- Clyde Puffer Michael Offler
- Tug Mike Turner
- Zuder Zee Mike Turner

On the Garden Railway

- Thomas Max Shuard
- Edgrid Max Shuard

Jacob Mere was Yardmaster!

In the Boiler House were Bernie Dickenson and Michael Moyse.
On the stations were Ainsley Cuthbertson and Enzo Greco.

In the Canteen were Mary and Bryan Homann and Toni Offler.

On the gate were Trevor Morcom and David Hawkins.

The Run Day on the 15th January had the following locomotives on the 5" 7 1/4" track

- 351 Ainsley Cuthbertson
- Sooty (No3) Rohan Garrard

On the 31.2" 5" track were

- Apprentice Mike Turner
- Sweet Pea John Lyas

On the pond were:

- Cranbourne Bob Smith
- K 57 Michael Offler
- Air/sea rescue Michael Offler
- Spurt Jeff During
- Firefly Jeff During

On the stations were Malcolm and Dorothy ambler and John Mere.

Bernie Dickinson and Max Shuard attended the Steam House

In the Canteen were Mary Homann, Toni Offler and Graham Gaetgens.

On the gate were Bryan Homann and David Hawkins.

Brian Leach was the Safety Officer and Max Shuard Covid Marshall.

The Run Day on 6th February had the following contributions:
5" 7 1/4"

- Sooty Rohan Garrard
- De Winton Cameron Dicker

On the 31.2" 5" track were

- Heisler Alan Thomas

- Sweet Pea John Lyas
- Pennsylvania John Mere
- Smiley Ian Hand

The pond was alive with:

- Air/sea Rescue Michael Offler
- Tug Jeff During
- Georgina Yacht Bob Smith
- Pride of Firth Bob Smith
- Cabin cruiser Malcolm Ambler
- Selena Rob Ball
- Speedalong John Harris
- HMS Grenadier Alan Saunders

On the Garden Railway

- Thomas Scott Taylor

In the Boiler House were Bernie Dickenson and Michael Moyse.
On the stations were Jeff Schaefer, Ian Thomas, Ainsley Cuthbertson and Max Shuard.

In the Canteen were Mary and Bryan Homann and Toni Offler.

On the gate were Trevor Morcom and David Hawkins.

The Safety Officer and Covid Marshall was John Foster.

The December and February General Meetings were held at the club – at the club house. After the December General Meeting, a discussion was held on options and requirements for upgrading the 7 1/4" track.

After the February General Meeting a short video of SASMEE circa 2008 was shown. Many familiar faces.
Efforts are being made to provide interesting and topical talks after each General Meeting. If you have any ideas, requests (or better still!) offers, please let me know Ed.

Reminders!!

3 ½” 5” Track

The new track has plastic sleepers and where it is now at ground level, it is not to be driven on with road vehicles.

Sign In Requirements

It is a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

It is also still a requirement to scan the QR code. This has changed for retail outlets, but not elsewhere. It will, no doubt change in the future, but until then we must still scan.

So please remember to sign in whenever you are at the park, even if there for only a short time.

First Aid Kits

The main first aid kit has been relocated from the Canteen to the Club Meeting room. It is situated adjacent to the defibrillator, with a small additional container with minor repair items such as Band-Aids.

There is a secondary first aid kit located in the workshop.

If you use either first aid kit, please enter a note in the log book outside the clubhouse and email the secretary. It is important these kits are kept up to date and replenished.

Working with Children

And for those who still haven't undertaken their "Working with Children" clearances, these are still necessary, so please get on the case

Elected Members 2021/2022

Below are listed the elected members and contact numbers.

President	Bryan Homann
Vice President	Ian Thomas
Secretary	Max Shuard
Minutes Secretary	David Hawkins
Treasurer	Mary Homann
Asst Treasurer	Trevor Morcom
Safety Co-ordinator	Geoff Hall
Councillors	Alan Thomas
	Greg Weaver
	John Mere

SASMEE - List of appointments made after the 2020 AGM.

There are a number of non-elected positions required for the running of the club. Below is the list of these positions and the appointees.

Public Officer	Alan Saunders
Canteen Managers	Bryan and Mary Homann
Track	Michael Hattersley, Michael Moyse
Track Signals	Michael Moyse
Coal Monitor	John Mere
Rolling Stock Inspector	Ian Thomas
Boiler Inspectors	Bryan Homann, Simon Huntington
	John Montedorisio, Peter Hoyer, Allan Wallace
Auditors	Graham Gaetgens, Michael Moyse
Fire	Jake Barber
Buildings	Geoff Hall
Rubbish Collection	David Hawkins
Librarians	Bill Coles, Max Shuard
Bulletin Editor	Bill Coles, Max Shuard
Pond	Jeff During
Garden Railway	Alan Thomas
Boiler House Manager	Bernie Dickinson
Driver Trainer/Assessors	John Mere, Brenton Dicker
Competent Person AALS	Allan Wallace